

**GREAT LAKE TEST PROGRAM ONLY**  
**APPROVED MISSION PILOT PROFICIENCY FLIGHT PROFILE #7**

**Proficiency Flight Mission Profile**

1. The following is an approved profile for “Proficiency Flight Training for Mission Pilots” and is eligible to be reimbursed with Air Force training funds in accordance with paragraph 2 below. This profile includes ground training on safety topics and three 1-hour blocks of in-flight training. PICs will choose which 1-hour block of training will be accomplished during a single sortie. The assigned mission number and mission profile number will be noted on the CAPF 99 by the FRO. When all the elements of this profile have been completed the pilot will have met the requirements of the FAA Wings program.
2. Pilots being reimbursed with Air Force training funds must meet the following additional requirements: This profile may only be flown by “low-time” SAR/DR/Basic Transportation Mission Pilots or pilots designated as needing additional CAPF 5 proficiency training. Pilots being reimbursed with Air Force training funds must be designated in writing by the CAP WG/CC or DO as needing additional proficiency training. The instructor must be a qualified CFI/CFII, as required, in the aircraft flown. Mission pilots will not exceed 3 hours of reimbursed proficiency flying in any FY. These proficiency flights are Air Force assigned missions authorized by the LR and released by a flight release officer using mission symbol A-7 (reference CAPR 60-1, attachment 10). Requests for this profile will be made through a CAPF 10 and will include the instructor pilot’s name and mission pilot’s name, total flight hours, flying hours for the last 30/60/90 days, and training blocks to be accomplished.
3. In addition to the funded profile listed above, the flying blocks of this profile may be used for CAPR 60-11 flight clinics or flown as a self funded or corporate funded B-12 proficiency sorties. When flown in conjunction with a CAPR 60-11 clinic all requirements of CAPR 60-11 will be met. When this profile is flown as a B-12 Air Force-assigned non-reimbursed mission it will be authorized by the state director and released by a flight release officer using mission symbol B-12 (reference CAPR 60-1, attachment 10). Monthly mission number, mission profile number, mission pilot and instructor pilots names will be annotated on the CAPF 99 by the FRO. When flown as a B-12 the CFI/CFII will brief a national safety topic from the latest issue of the CAP SENTINEL in lieu of attending a safety briefing. CAPR 60-11 clinics and B-12 sorties may or may not provide the required elements for the FAA Wings Program.

**Ground Training** (one of the following must be accomplished prior to the flight)

- ☐ Attend one of the AOPA Air Safety Foundation’s Safety Seminars
- ☐ Complete one of the AOPA Air Safety Foundation’s Online Courses
- ☐ Attend a CAP-USAF LR/CC approved CAP safety briefing
- ☐ Attend a briefing conducted by an FAA Safety Counselor

**Flight Training** (All Sorties)

- ☐ Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- ☐ Prepare and file a flight plan if necessary.
- ☐ Conduct an aircraft pre-flight inspection as a crew.
- ☐ Shut-down, refuel, and tie-down/hangar as appropriate.
- ☐ Close the flight plan if necessary.
- ☐ Debrief the sortie with the crew.

**Training Block 1 - Airwork**

- ☐ Review airwork maneuvers to be accomplished.
- ☐ Slow flight.
- ☐ Stalls.
- ☐ Steep turns.
- ☐ Turns around a point.
- ☐ Practice partial-panel flight maneuvers.
- ☐ Practice simulated in-flight emergency procedures.

**Training Block 2 – Takeoffs and Landings**

- ☐ Review landing procedures with crew members.
- ☐ Perform a normal landing using full flaps.
- ☐ Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
- ☐ Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
- ☐ Practice proper crosswind landing techniques.
- ☐ Perform a simulated forced landing to a low approach or full stop (as appropriate).
- ☐ Perform no-flap landing to a full stop.

**Training Block 3 – Instrument Training**

- ☐ Review instrument procedures with crew members.
- ☐ Hood work in turns, climbs, descents, etc.
- ☐ Practice partial-panel instrument procedures.
- ☐ Fly as many of the following approaches as time allows:
  - ☐ ILS approach.      ☐ VOR approach.
  - ☐ NDB approach.    ☐ GPS approach.